

# KEY INDICATOR REPORT

NOVEMBER 1988

Issued 01 / 89



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NORTHWESTERN UNIVERSITY



**Regional Transportation Authority**

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### Chicago Transit Authority

**Administrative.** Executive Director Robert Paswell resigned and was replaced on an interim basis by a management team led by former CTA Executive Director Bernard Ford. A search will now be initiated for a permanent replacement.....**New Service.** A new express bus service between the Chicago and Northwestern Clybourn station and the Milwaukee Road Western Avenue station to North Michigan Avenue is scheduled to begin around April 1. The new route is expected to save North Michigan Avenue commuters between 15 and 20 minutes in total travel time.....**Service Change.** The Evanston Express will make stops at Belmont, Fullerton and Chicago Avenue beginning January 30. The service change is being implemented to relieve overcrowded conditions on the Ravenswood Line.

### Metra

**Fare Increase.** Metra's recently approved 5% fare increase will go into effect February 1. Metra projects that this fare increase should generate an additional \$5 million in revenue on an annual basis. As a result of an agreement reached between the RTA and Metra, this additional revenue will be used solely for capital projects..... **Lake Cook Road.** The Metra Board and the Board of the Village of Deerfield recently approved an agreement between Metra and the Village on the acquisition of property and construction of a commuter rail station and parking lot on Lake Cook Road. Metra is now able to proceed in negotiations for the purchase of the land for the station and parking.

### Pace

**Nortran New Buses.** Nortran will be receiving between 30 and 50 new Orion buses sometime in February. Nortran will be able to receive these Grumman replacements because it has brought its preventive maintenance program into compliance with the standards contained in an agreement with Pace....**Fox Valley Bus Order.** During their December Meeting, the Pace Board reached a tentative decision to purchase 85 buses without wheelchair lifts for Aurora, Elgin, and Joliet. At Pace's January Board meeting, a group of disabled advocates from the Fox Valley protested that decision. Director Boone indicated at that time that a final decision had not yet been made.....**Route 616 Expanded.** In late January, Pace will expand Route 616, an express service in Northwest Cook to serve the corporate area in Elk Grove Village, and begin reverse commute service to the CTA's River Road station along the O'Hare line.

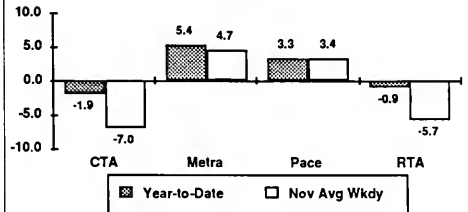
**NOVEMBER RIDERSHIP  
YEAR-TO-DATE  
(in thousands)**

CTA	1987	1988	% Change 1987-1988
Bus	401,917	389,797	(3.0%)
Rail	135,540	137,679	1.6%
Total	537,457	527,476	(1.9%)

Metra	1987	1988	% Change 1987-1988
BN	11,365	11,840	4.2%
CNW	20,420	20,792	1.8%
CSSSB	2,763	3,141	13.7%
ME/HC	10,626	11,474	8.0%
MR	8,079	8,382	3.8%
RI	6,581	7,165	8.9%
NS	1,086	1,402	29.1%
Total	60,919	64,195	5.4%

Pace	1987	1988	% Change 1987-1988
Pace Owned	15,948	16,755	5.1%
Public Contract	13,521	13,335	(1.4%)
Private Contract	2,107	2,471	17.3%
Paratransit	1,056	1,133	7.3%
Total	32,633	33,694	3.3%

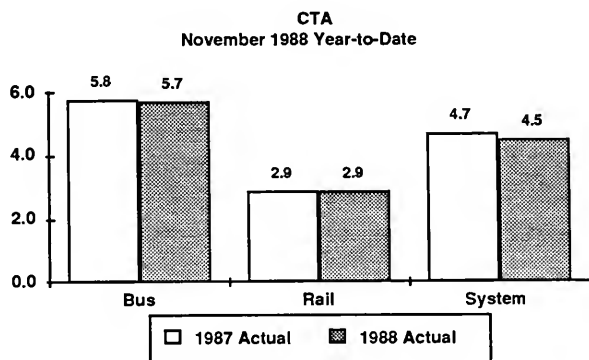
**RTA % Change in Ridership by Service Board  
Year-to-Date and November Average Weekday  
1987 vs. 1988**



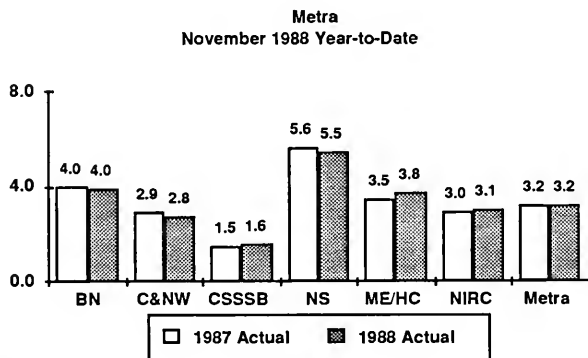
- RTA year-to-date ridership through November 1988 was down 0.9% when compared to November 1987.
- Year-to-date performance at CTA was down 1.9%. Average weekday riders in November decreased 7.0%.
- Metra System ridership increased 5.4% through November, 1988. Average weekday riders in November increased 4.7%. This result for November is noteworthy since November is the first full month since the spring that the Dan Ryan has not been under construction.
- Pace ridership through November 1988 was 3.3% greater than during the same period in 1987. November average weekday ridership increased 3.4%.

# PASSENGERS PER MILE

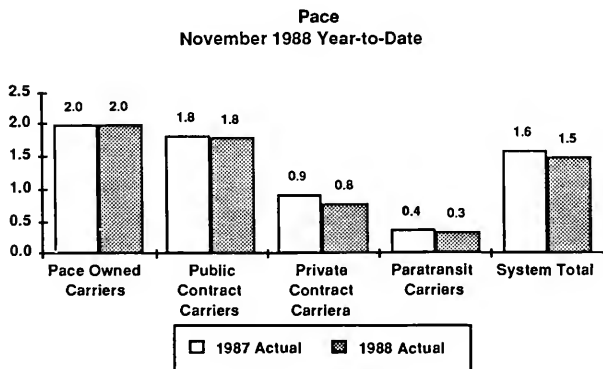
## CTA



## Metra



## Pace



**Report Summary**  
**November 1988 Year-to-Date**  
(In thousands)

	Actual	Budget	Variance	%
<b>I. Service Boards:</b>				
<u>CTA</u>				
Revenues	\$308,436	\$303,900	\$4,536	1.5%
Expenses	582,500	590,303	( 7,803)	-1.3%
Operating Deficit	\$274,064	\$286,403	(\$12,339)	-4.3%
Recovery Ratio(a)	53.0%	51.5%	1.5	2.9%
<u>Metra</u>				
Revenues	\$143,104	\$129,237	\$13,867	10.7%
Expenses	238,247	238,869	( 622)	-0.3%
Operating Deficit	\$95,143	\$109,632	(\$14,489)	-13.2%
Recovery Ratio(a)	60.7%	54.5%	6.2	11.4%
<u>Pace</u>				
Revenues	\$20,511	\$18,867	\$1,645	8.7%
Expenses	61,239	65,023	( 3,785)	-5.8%
Operating Deficit	\$40,727	\$46,157	(\$5,429)	-11.8%
Recovery Ratio(a)	33.5%	29.0%	4.5	15.4%
<b>II. Regional</b>				
RTA Expense Items	42,647	47,153	( 4,506)	-9.6%
RTA Interest Revenues	10,831	9,167	1,664	18.2%
<b>Total Revenues</b>	<b>\$482,883</b>	<b>\$461,171</b>	<b>\$21,712</b>	<b>4.7%</b>
<b>Total Expenditures</b>	<b>\$924,633</b>	<b>\$941,348</b>	<b>(\$16,715)</b>	<b>-1.8%</b>
<b>Regional Deficit(b)</b>	<b>\$441,750</b>	<b>\$480,177</b>	<b>(\$38,427)</b>	<b>-8.0%</b>
<b>Recovery Ratio (c)</b>	<b>54.2%</b>	<b>51.1%</b>	<b>3.2</b>	<b>6.2%</b>

(a) For recovery ratio calculations, expenses exclude funded depreciation.

(b) Includes Service Board deficits plus RTA expenses minus RTA interest revenues

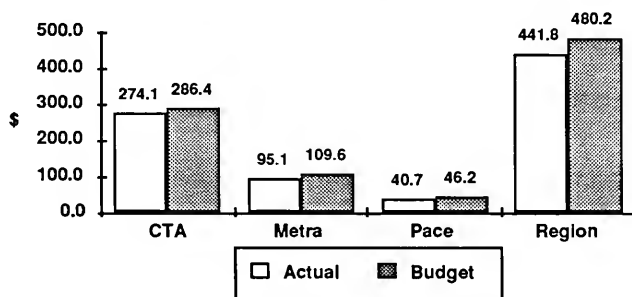
(c) Excludes debt service and funded depreciation

- All three Service Boards report favorable performance through November for both revenues and expenses.
- Revenues for the Region were \$21.7 million, or 4.7% favorable to budget while expenses were \$16.7 million, or 1.8% favorable. As a result, the regional deficit was \$38.4 million or 8.0% favorable to budget.
- Through November, the regional recovery ratio was 54.2% compared to the budgeted ratio of 51.1%.
- Sales Taxes through October were \$0.8 million or 0.2% unfavorable to budget. Sales Taxes for the month of October were 0.9% favorable to budget.



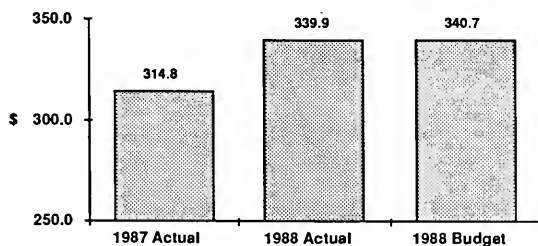
## Operating Deficit;

Operating Deficits  
November 1988 Year-to-Date  
(in millions)



## Sales Tax:

Sales Tax  
October Year-to-Date  
(in millions)

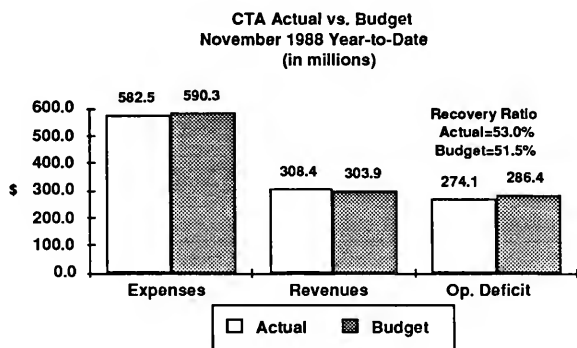


**Chicago Transit Authority  
November 1988 Year-to-Date**

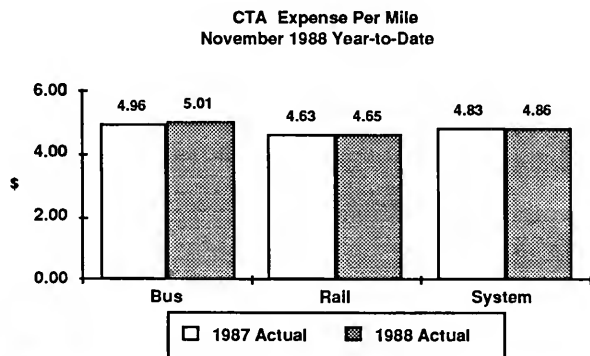
	<u>Actual</u>	<u>Budget</u>	<u>Variance</u>	<u>%</u>
<b><u>Revenues</u></b>				
Passenger	\$294,042,176	\$289,910,598	\$4,131,578	1.4%
Other	14,394,087	13,989,614	404,473	2.9%
<b>Total Revenues</b>	<b>\$308,436,263</b>	<b>\$303,900,212</b>	<b>\$4,536,051</b>	<b>1.5%</b>
<b><u>Expenses</u></b>				
Labor	\$439,593,353	\$430,923,505	\$8,669,848	2.0%
Materials	49,504,047	49,601,416	(97,369)	-0.2%
Fuel	10,246,966	13,366,849	(3,119,884)	-23.3%
Electric Power	19,115,341	24,158,295	(5,042,954)	-20.9%
Provision for I & D	16,189,970	16,191,124	(1,154)	0.0%
All Other Expenses	47,850,463	56,061,762	(8,211,299)	-14.6%
<b>Total Expenses</b>	<b>\$582,500,139</b>	<b>\$590,302,951</b>	<b>(\$7,802,811)</b>	<b>-1.3%</b>
<b>Deficit</b>	<b>\$274,063,877</b>	<b>\$286,402,739</b>	<b>(\$12,338,862)</b>	<b>-4.3%</b>
<b>Recovery Ratio</b>	<b>53.0%</b>	<b>51.5%</b>	<b>1.5</b>	<b>2.9%</b>

- Through November, expenses and revenues were favorable to budget by \$7.8 million, or 1.3% and \$4.5 million, or 1.5% respectively.
- Through November, CTA's operating deficit was \$12.3 million, or 4.3 % favorable to budget.
- Labor expense was up slightly while materials were flat when compared to the budget. Fuel, power, and the all other expense categories are very favorable to budget through November when compared to last year.
- Bus expense per mile through November was up by 1.0% and rail expense per mile was up by 0.4% when compared to the same period in 1987 . On a system basis, expense per mile is up 0.7% from last year.
- Year-to-date subsidy per passenger on a system basis was down 2.0% from last year. Bus subsidy per passenger was down 2.7% while the rail subsidy per passenger was flat.

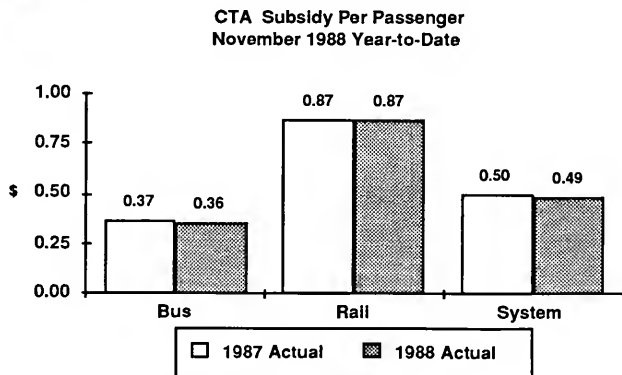
## Budget Review:



## Resource Efficiency:



## Resource Effectiveness:



# METRA SYSTEM PERFORMANCE

## Metra Summary November 1988 Year-to-Date

	Actual	Budget	Variance	%
<b><u>Burlington Northern</u></b>				
Revenues	24,000,953	22,645,175	1,355,778	6.0%
Expenses	30,497,049	32,134,930	(1,637,881)	-5.1%
Operating Deficit	6,496,096	9,489,755	(2,993,659)	-31.5%
Recovery Ratio*	80.6%	71.3%	9.4	13.1%
<b><u>Chicago &amp; Northwestern</u></b>				
Revenues	46,191,436	44,806,757	1,384,679	3.1%
Expenses	76,370,829	74,922,436	1,448,393	1.9%
Operating Deficit	30,179,393	30,115,679	63,714	0.2%
Recovery Ratio*	61.7%	61.1%	0.6	1.1%
<b><u>Chicago South Shore</u></b>				
Revenues	1,572,458	1,440,626	131,832	9.2%
Expenses	2,917,959	2,852,367	65,592	2.3%
Operating Deficit	1,345,501	1,411,741	(66,240)	-4.7%
Recovery Ratio	53.9%	50.5%	3.4	6.7%
<b><u>Norfolk Southern</u></b>				
Revenues	2,638,423	2,269,641	368,782	16.2%
Expenses	3,426,441	3,424,137	2,304	0.1%
Operating Deficit	788,018	1,154,496	(366,478)	-31.7%
Recovery Ratio	77.0%	66.3%	10.7	16.2%
<b><u>Metra Elec./Her. Corr.**</u></b>				
Revenues	24,260,439	21,617,420	2,643,019	12.2%
Expenses	48,232,086	48,692,540	(460,454)	-0.9%
Operating Deficit	23,971,647	27,075,120	(3,103,473)	-11.5%
Recovery Ratio	50.3%	44.4%	5.9	13.3%
<b><u>NE Illinois Rail Corp.</u></b>				
Revenues	44,440,205	36,457,207	7,982,998	21.9%
Expenses	76,802,633	76,842,244	(39,611)	-0.1%
Operating Deficit	32,362,428	40,385,037	(8,022,609)	-19.9%
Recovery Ratio	58.2%	47.4%	10.7	22.6%
<b><u>Metra Total</u></b>				
Revenues	143,103,914	129,236,826	13,867,088	10.7%
Expenses	238,246,997	238,868,654	(621,657)	-0.3%
Operating Deficit	95,143,083	109,631,828	(14,488,745)	-13.2%
Recovery Ratio*	60.7%	54.5%	6.2	11.4%

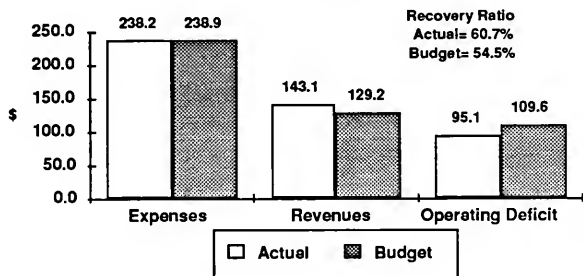
\*Funded Depreciation is included within expenses, but is excluded to determine the cost recovery ratio.

\*\*These numbers may not be used to calculate ICG savings per Ordinance 87-20.

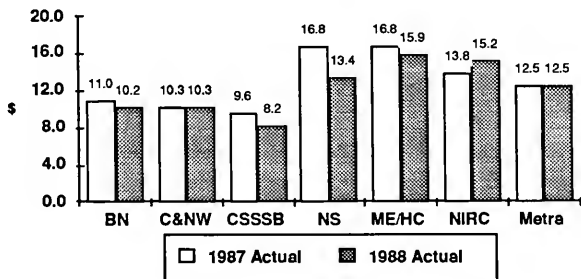
- Through November, Metra expenses were \$0.6 million or 0.3% favorable to budget.
- Through November, total revenues were \$13.9 million or 10.7% favorable to budget. Of this favorable variance, \$6.6 million is attributable to passenger revenue and \$8.3 million to other revenue.
- Primarily as a result of their favorable revenue performance, Metra's operating deficit was \$14.5 million or 13.2% favorable to budget.
- Metra's cost recovery ratio through October is 60.7%, significantly higher than their budgeted recovery ratio through October of 54.5%.

**Budget Review:**

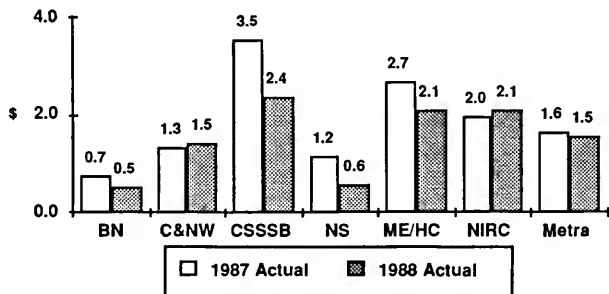
**Metra Actual vs. Budget  
November 1988 Year-to-Date  
(In millions)**

**Resource Efficiency:**

**Metra Expense Per Revenue Mile  
November 1988 Year-to-Date**

**Resource Effectiveness:**

**Metra Subsidy Per Passenger  
November 1988 Year-to-Date**



# PACE SYSTEM PERFORMANCE

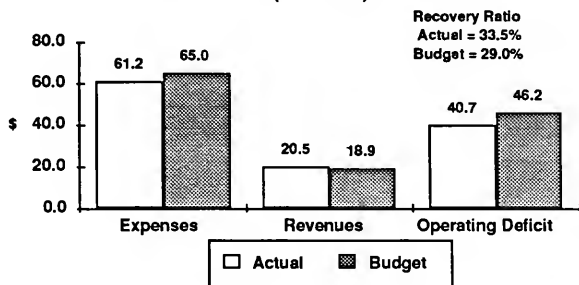
## Pace Summary November 1988 Year-to-Date

	<u>Actual</u>	<u>Budget</u>	<u>Variance</u>	<u>%</u>
<b>Revenues</b>				
Pace Owned Carriers	\$8,148,583	\$7,465,548	\$683,035	9.1%
Public Contract Carriers	6,061,236	5,923,210	138,026	2.3%
Private Contract Carriers	1,743,984	1,811,337	(67,353)	-3.7%
Paratransit Carriers	3,059,827	2,566,441	493,386	19.2%
Other Income	1,497,834	1,100,000	397,834	36.2%
<b>Total Revenues</b>	<b>\$20,511,464</b>	<b>\$18,866,536</b>	<b>\$1,644,928</b>	<b>8.7%</b>
<b>Expenses</b>				
Pace Owned Carriers	\$18,473,975	\$19,031,220	(\$557,245)	-2.9%
Public Contract Carriers	16,736,081	17,373,871	(637,790)	-3.7%
Private Contract Carriers	5,255,058	5,711,860	(456,802)	-8.0%
Paratransit Carriers	5,971,788	5,928,414	43,374	0.7%
Administration	5,745,573	6,697,136	(951,563)	-14.2%
Centralized Operations	9,056,468	10,280,643	(1,224,175)	-11.9%
<b>Sub-Total Expenses</b>	<b>\$61,238,943</b>	<b>\$65,023,144</b>	<b>(\$3,784,201)</b>	<b>-5.8%</b>
<b>Deficit</b>	<b>\$40,727,479</b>	<b>\$46,156,608</b>	<b>(\$5,429,129)</b>	<b>-11.8%</b>
<b>Recovery Ratio</b>	<b>33.5%</b>	<b>29.0%</b>	<b>4.5</b>	<b>15.5%</b>

- Pace revenues through November were \$1.6 million, or 8.7% over budget. This can be attributed mainly to favorable budget results in Pace Owned Carriers, Paratransit Carriers, and Other Income. Pace Owned Carriers were \$0.7 million, or 9.1% favorable. Paratransit Carriers were \$0.5 million, or 19.2% favorable and Other Income was \$0.4 million, or 36.2% favorable to the budget.
- Through November, Pace expenses were \$3.8 million, or 5.8% favorable to the budget. The largest variances continue to be in the Administration/Centralized Operations area which combined accounted for \$2.2 million of the total variance.
- Pace's operating deficit through the eleventh month was \$5.4 million or 11.8% favorable to budget.
- Pace's cost recovery ratio was 33.5% through November, which is significantly above the budgeted recovery ratio of 29.0%.
- For the Pace System, subsidy per passenger decreased slightly relative to 1987. Subsidy level increases were experienced at Paratransit and Public Contract Carriers. However, decreases at Pace Owned and Private Contract Carriers offset these resulting in a system decrease of 1.8%.

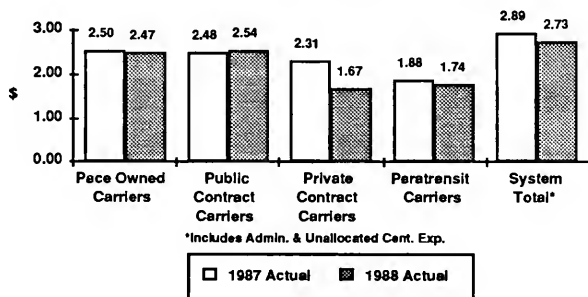
## Budget Review:

**Pace Actual vs. Budget**  
November 1988 Year-to-Date  
(In millions)



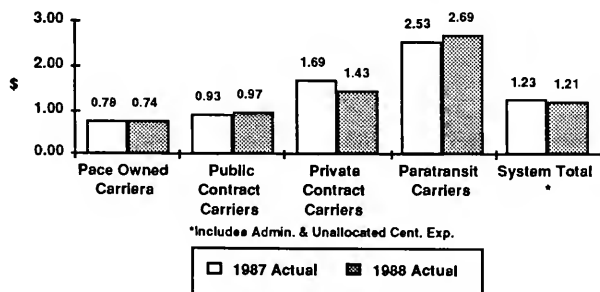
## Resource Efficiency:

**Pace Expense per Mile**  
November 1988 Year-to-Date



## Resource Effectiveness:

**Pace Subsidy per Passenger**  
November 1988 Year-to-Date









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